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Mayor

CITY OF NEWTON, MASSACHUSETTS

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Public Hearing Date:	December 9, 2008
Land Use Action Date:	February 17, 2009
Board of Aldermen Action Date:	March 2, 2009
90-Day Expiration Date:	March 9, 2009

DATE: December 5, 2008

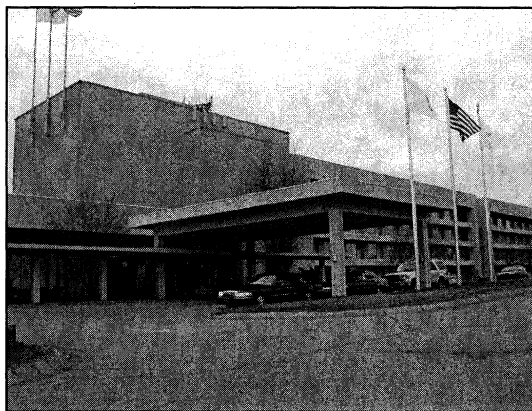
TO: Board of Aldermen

FROM: Michael Kruse, Director of Planning and Development
Candace Haven, Chief Planner
Alexandra Ananth, Senior Planner

SUBJECT: **Petition #385-08** of CCMH NEWTON LLC/CHESAPEAKE HOTEL LIMITED PARTNERSHIP for a SPECIAL PERMIT/SITE PLAN APPROVAL to convert an approx. 5,000 sf storage area to meeting rooms/ballroom; convert an outdoor swimming pool and Jacuzzi area to a function deck with a seasonal tent; to waive 53 parking spaces and allow stacked parking for up to 53 additional spaces with valet parking; to waive various parking facility requirements including interior lighting and landscaping requirements; and to delete and replace Condition #3 of special permit #595-67 to allow with provisions changes to the interior building layout without further special permit amendment, at 2345 COMMONWEALTH AVENUE, Ward 4, AUBURNDALE, on land known as Sec 41, Blk 23, Lot 18, containing approx 503,158 sf of land in a district zoned BUSINESS 5 & SINGLE RESIDENCE 3.

CC: Mayor David B. Cohen

The purpose of this memorandum is to provide the Board of Aldermen and the public with technical information and planning analysis, which may be useful in the special permit decisionmaking process of the Board of Aldermen. The Planning Department's intention is to provide a balanced view of the issues with the information it has at the time of the public hearing. There may be other information presented at or after the public hearing that the Land Use Committee of the Board of Aldermen will consider in its discussion at a subsequent Working Session.



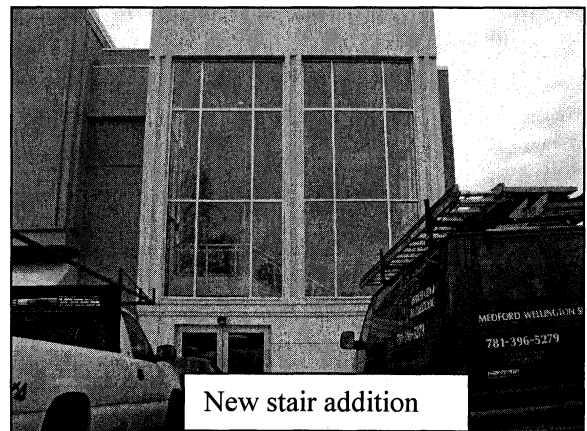
EXECUTIVE SUMMARY

The subject property consists of a 503,158 square foot lot (11.5 acres) adjacent to the Charles River and is currently improved with the Boston Marriott Newton Hotel ("the hotel"), which was permitted by Board Order #595-67 for the construction of a motor hotel containing 434 guest rooms, restaurants, shops, and function rooms, other facilities, and parking. Condition #3 of said Board Order states that *"interior building layout and use of all rooms of the buildings constructed on the site shall be in accordance with the uses indicated on the floor plans identified and filed herewith."* In effect, this condition requires that an amendment to the approved special permit/site plan for any changes to the interior space of the hotel, either physical or use-related. Although the petitioner has applied for and received subsequent special permits, over the years several building permits were issued to the hotel by the City that allowed physical changes without amending the special permits.

The current application seeks a special permit to reflect the changes that have been made over the years and to insert plans depicting the current existing conditions as the baseline for future improvements. Changes that have been made include the conversion of 35 indoor parking spaces to storage space (1967); the conversion of approximately 6,500 sq.ft. of interior storage space into four additional meeting rooms/ballroom with corridors and connecting grand staircase including the expansion of the building footprint by approximately 400 sq.ft. with an associated grade change in excess of three feet (*permitted and constructed in 2007-2008, but without a special permit*); and the removal of the outdoor pool and Jacuzzi and the expansion of an exterior reception/function deck by approximately 2,500 sq.ft. over the former pool area with seasonal tent (*permitted and constructed in 2005 but without a special permit*).

The conversion of interior storage space into meeting rooms/ballroom space results in an expansion of the hotel's conference/function room space from approximately 20,000 sq.ft. to approximately 25,000 sq.ft. (25% increase). Although the petitioner sought and received a building permit for this expansion, City staff later discovered that the permit was issued in error and that a special permit was required. In addition to the changes that have occurred to the building, the petitioner needs to seek a parking waiver of 53 stalls to account for the expanded function room space. The petitioner is seeking to legalize existing conditions in the parking lot as they exist today including 22 substandard parking spaces, and waivers to interior lighting requirements to allow light intensity of less than one foot candle on portions of the lot and some light spillover on portions of the public sidewalk and driveway aprons. Finally, the petitioner is seeking to use a portion of the parking facility for valet parking for up to 53 additional parking spaces on special occasions as defined in the attached "Parking Management Plan" (*SEE ATTACHMENT "A"*),

It appears that the Marriott Hotel has sufficient parking on-site to handle parking demand the majority of the time inclusive of the expanded function space. However, according to the petitioners "Traffic Impact and Parking Study" approximately 25 times a year the Marriott has "large events" which strain parking capacity. The petitioner's Parking Management Plan describes procedures developed to manage parking operations at the site at such times. These include: a police detail to direct parking on-site; use of the MA Department of



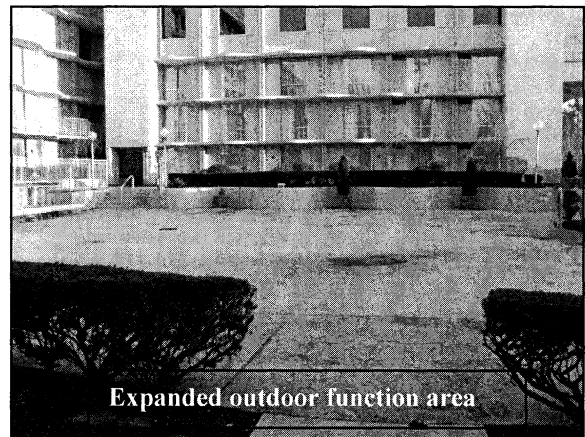
Conservation and Recreation (DCR) “Duck Pond” parking lot across the Charles River; the implementation of valet parking on-site for up to 53 additional parking spaces; use of the Riverside MBTA station parking lot; and use of the northern shoulder of Commonwealth Avenue under the supervision of an additional police detail where no parking is currently allowed. In considering this special permit, the Board should consider whether proposed parking management strategies appropriately mitigate projected parking demand so as to avoid adversely impacting pedestrian or vehicular circulation and parking on surrounding neighborhood streets.

Provided that measures are taken to protect the Charles River from harmful runoff, and the residential areas are protected from adverse affects of parking and traffic, the proposed project could be considered consistent with the *Newton Comprehensive Plan*, adopted by the Board of Aldermen in November 2007.

I. SIGNIFICANT ISSUES FOR CONSIDERATION

In reviewing this petition, the Board should consider whether the following findings apply:

- The grade change surrounding the stair addition will not have any adverse impacts on the Charles Riverfront resource area.
- The expansion of meeting room space by approximately 25% is appropriate for the site and will not cause traffic congestion or parking problems in the surrounding residential neighborhood.
- The expansion of the outdoor function area and seasonal tent will not adversely impact the surrounding residential neighborhood.
- The proposed parking and lighting waivers and valet parking arrangement will not result in any vehicular or pedestrian safety concerns or cause adverse affects on the surrounding residential neighborhood.
- The proposed site plan approval and special permit to allow proposed plans to substitute as the new base plans is appropriate as proposed plans reflect current conditions.
- The proposed amendment to Board Order #595-67 Condition #3 will allow for alterations within the building and changes to the uses within the building without the permission of the Board so long as parking is satisfied by the approved total number of spaces and the parking management plan is actively in full force and effect.



II. CHARACTERISTICS OF THE SITE AND NEIGHBORHOOD, PERMIT HISTORY

A. Neighborhood and Zoning

The subject property is located at 2345 Commonwealth Avenue in the Auburndale section of Newton. The Charles River, Route 128/95 and the Town of Weston abut the site to the north and west. The DCR (formerly MDC) owns a strip of land 50' wide by 210' long along the northeastern boundary line of the subject property. The City-owned Norumbega Conservation area is the eastern abutter. South of the site across Commonwealth Avenue abutters include several apartment complexes and a gas station. Southeast of the site are a veterinary clinic and a condominium development. A canoe rental area is located southwest of the site. Single- and two-family residential areas are located farther to the east and south. The vast majority of the site is located within a Business 5 district; however, a small portion of the lot is located in a Single Residence 3 district. The Auburndale Business District is located approximately ½ mile to the east.

B. Site Characteristics

The site consists of approximately 503,158 sq.ft. and is located on the northern side of Commonwealth Avenue adjacent to the Charles River. The site presently contains a 5-7 story, 430-room hotel with associated facilities including a 676-car parking area, fitness center, restaurant, and conference space. The site is sloping with a maximum elevation of approximately 84 feet and a low elevation of approximately 41 feet along the Charles River bank. The site gradually slopes up from Commonwealth Avenue to the approximate center of the existing parking lot and then gradually slopes downward to the north end of the parking lot.

The hotel itself is nestled into the natural slope of the land, which results in some below-grade levels. The main entrance to the hotel, located at grade from the parking area, is actually the 4th floor and contains the main lobby and reception area, restaurant (173 seats), bar (50 seats), existing function room space (1550 seats), and 60 guest rooms. The first floor contains the boiler room equipment room and housekeeping room as well as 52 hotel rooms and one meeting room (100 seats). The second floor contains the proposed new function rooms (318 new seats), which have a two-story ceiling height, as well as the pool and fitness center, internal operations rooms, and 66 guest rooms. The third floor contains three meeting rooms (195 seats), internal operations rooms and administrative offices, and 86 guest rooms. Floors five, six, and seven contain 160 guestrooms and two additional meeting rooms (60 seats).

C. Permit History

The Boston Marriott Newton Hotel has a long permit history with the City of Newton and the following should be considered a brief overview of significant permits.

- The City granted permission to construct the hotel and parking in 1963 Board Orders #537-63 and #537-63(1); however, Board Order #595-67 references site plans most closely associated with the hotel as it stands today. Board Order #595-67 also contemplated that a future parking deck could be built above the existing surface parking lot, if the Marriott Hotel demonstrates a need and obtains Board approval. That Board Order also limited the occupancy of the existing ballroom and meeting spaces to 700 and 300 respectively.

- In 1971, the Board of Aldermen denied the Marriott's request to build a parking deck, reasoning that the hotel had not demonstrated sufficient need for additional parking and had not efficiently used all of its parking spaces.
- In 1981, the Marriott requested a special permit to enlarge the hotel by adding a new building and structured parking facility. This involved increasing the number of rooms from 430 to 660, increasing the number of parking spaces from 670 to 1,164, and converting some guest rooms and storage/parking space to additional function rooms. This petition was denied and withdrawn.
- In 1984, the Marriott asked to perform certain exterior renovations, to convert the interior storage parking area to a conference room and to re-stripe the parking lot to create additional compact spaces. The Board of Aldermen approved the special permit to perform the exterior renovations and to reconfigure the parking lot and the Marriott agreed to withdraw its request to convert the storage area to conference space.
- In the 1990s, the Marriott received special permit approvals to construct the wooden gazebo located at the northern end of the site and cell phone antennas on the roof. Since then, the hotel has received only building permits for modifications currently proposed under this special permit request.

III. PROJECT DESCRIPTION AND ANALYSIS

A. Land Use

The site is located in a Business 5 district, which allows hotels by special permit subject to certain requirements. The petitioner is now seeking to legalize the conversion of the existing indoor storage space on the second floor into space for an exhibit hall/function rooms. The exhibit hall is divisible into up to four smaller meeting rooms via the use of foldable partitions. These spaces have cathedral ceilings the equivalent of two stories in height. A new decorative stairwell provides a path of travel between the existing ballroom on the fourth floor and the new exhibit hall/function room space on the second floor. The creation of this additional conference space has increased the petitioner's conference/meeting room space from approximately 20,000 sq.ft. to 25,000 sq.ft., representing an increase of 25%.

As mentioned earlier, a building permit was issued for this work in February 2007. In August 2007, the City notified the hotel that the permit was issued in error and that a special permit was required for the work. As construction was significantly in progress the Marriott Hotel was allowed to continue the work at its own risk with the understanding that special permit approval would be needed.

The petitioner is also seeking permission to expand outdoor function space and for a seasonal tent in this area. The petitioner has stated that the practice of the hotel has been to restrict usage of indoor function or meeting room facilities (approximately 3,600 square feet) for non-guests when the outdoor space is in use so that the net impact as to parking requirements is unchanged. ***This operational practice is not in any Board Order and should be considered as a possible condition to any special permit.***

The Planning Department supports the proposed use and expansion as appropriate for the site and neighborhood as long as traffic and parking impacts can be effectively mitigated as

a result of increased function space. The Planning Department notes that the petitioner has twice petitioned to construct a parking deck and both times the petition was denied or withdrew. The Planning Department feels that the implementation of valet and other parking management measures would be preferable to the construction of a parking deck/garage adjacent to the Charles River.

B. Building and Site Design

The petitioner is proposing the legalization of changes already made. The petitioner is not proposing any new additional changes to the building or site design except for the use of valet parking, as discussed below. The only change that affects the exterior façade of the building is an approximately four-story, 400 sq.ft. addition to the footprint of the existing building to accommodate a connecting staircase between function room floors, for which a building permit was issued, and the addition was built in 2007-2008 in addition to the conversion of storage space to function rooms. This addition is located at the southeast corner of the building facing Commonwealth Avenue. The addition is glass with steel elements and is in keeping with the existing building and does not appear to affect site circulation in any way. There is a grade change in excess of three feet associated with this expansion, as well as a sloped landscaped area.

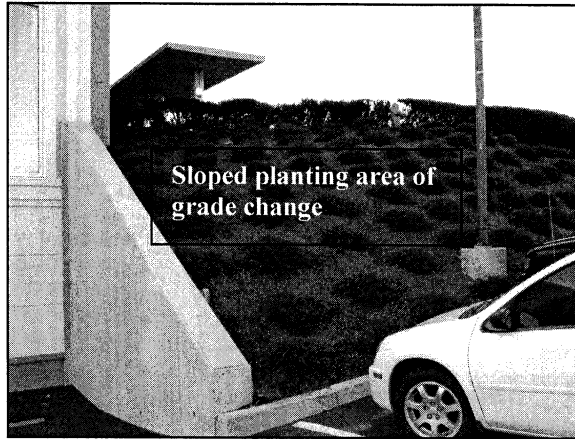
The other change to the site plan is the removal of the exterior swimming pool and Jacuzzi and its replacement with an expanded concrete deck of approximately 2,500 new sq.ft. for outdoor function use, and is located along the western side of the building. A building permit was issued for this work in 2005. This area is seasonally tented with a 60' x60' x20' (3,600 sq. ft.) tent. Each year since 2005, the petitioner has received a permit for this tent and the petitioner is now proposing to make this part of an approved site plan so the petitioner does not have to apply for a building permit each year.

The existing hotel building was set back approximately 105 feet from Commonwealth Avenue and the new addition decreases the setback to approximately 90 feet. As long as parking impacts can be adequately addressed, the Planning Department has no concerns with the physical addition at this area. The addition to the exterior function space is located behind the hotel in a nook and is sheltered by the building on two sides. The other two sides are open to the Charles River and, as such, no neighbors should be affected. The petitioner has stated that they have never received any noise or other complaints regarding this outdoor function space. The petitioner is proposing to tent this area from approximately early April through November. Again, there should be no negative impact from this seasonal structure on the surrounding neighborhood.

C. Grading and Landscaping

The petitioner is proposing a grade change greater than three feet adjacent to the stairwell addition. The maximum grade change is 11.5 feet. The petitioner is proposing to stabilize the area with a sloped landscaped area with retaining walls and planting low-growing junipers. The Associate City Engineer has raised some concerns with this area and the petitioner should respond to these concerns prior to being scheduled for a working session (*SEE ATTACHMENT "B"*). The Planning Department recommends a greater mix of plantings in this area, including some seasonal color.

As part of the stair addition the petitioner removed two trees with a total of 30 caliper inches. The petitioner is proposing to replace these trees with 15 new trees with a total of at least 30 caliper inches. The petitioner is proposing to plant 13 red maples, one pear tree, and one oak tree in landscape islands throughout the parking area. The City's Director of Urban Forestry has approved the proposed tree planting plan. The Conservation Commission has also required some additional plantings between the seasonal tent and the Charles River in their most recent Order of Conditions for the hotel.



D. Parking, Traffic and Circulation

The petitioner currently provides 676 on-site parking spaces and no new parking is proposed. Access to the site is provided from two driveways off Commonwealth Avenue. The most easterly driveway provides the majority of access and another driveway approximately 200 feet beyond provides additional access.

The petitioner submitted a Traffic Impact and Parking Study, dated May 2008, discussing traffic volumes, peak traffic hours, and levels of service at three nearby intersections. The petitioner also conducted parking counts on two separate occasions last spring, on Thursday, April 10, 2008 and Saturday, April 12, 2008. On the first occasion there was a conference at the hotel with approximately 450 attendees plus an evening reception for approximately 200 guests. The parking lot filled by 9:00 a.m. and remained full throughout the day, emptying out after dinnertime. Although the parking lot usually has capacity for approximately 676 vehicles, the parking was reduced by approximately 40 stalls due to construction on-site. After the parking area filled up, a police detail directed vehicles to park on the northern side of Commonwealth Avenue westbound. Parking is not allowed on this portion of Commonwealth Avenue; however, the petitioner has stated that parking is allowed in this location during large events when a police detail is present. According to the Traffic Study, approximately 70 cars parked along Commonwealth Avenue during this event.

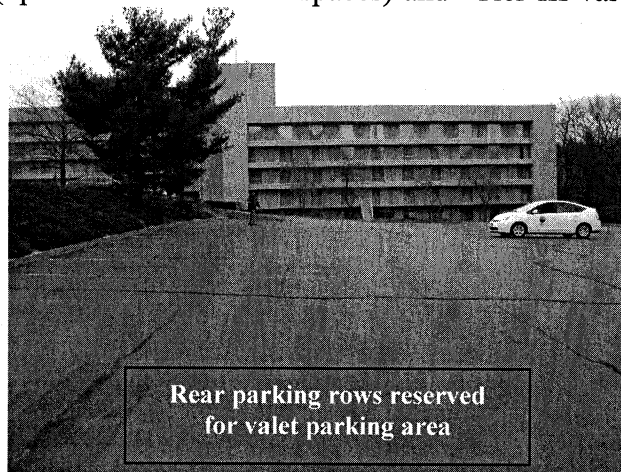
The petitioner's Traffic Impact and Parking Study states that on a normal event day the parking demand is for 460 spaces, significantly less than the available 676 stalls. However, with the proposed addition of event space there will be some increase in parking demand for the hotel. The parking study increases parking demand by 25%, similar to the increase in function room space, which would lead to a parking demand of approximately 575 cars on a typical day. On a "large event" day parking demand was estimated at 740 cars and would increase to 925 cars. The existing and future parking demand for normal event days appears to be accommodated within the existing parking capacity; however, on large event days (estimated 25 per year) there is not sufficient parking supply on-site to meet demand.

The Marriott Hotel contends that the proposed additional function room space will allow them to focus on booking larger single events/conferences rather than multiple smaller events. Larger single events tend to generate less parking demand than multiple smaller events, as larger events generally have more out-of-town fly-in guests who typically book more rooms, use more break-out meeting spaces. Lower parking demand allows the hotel to maximize the number of overnight guests and restaurant meals eaten on-site whereas, smaller conferences tend to have more of a regional draw with more single-occupant vehicle trips.

The petitioner submitted a Parking Management Plan, dated July 2008, in order to facilitate safe and efficient access to parking for hotel guests. Included in this plan is the petitioner's request to formalize the use of Commonwealth Avenue for overflow parking on rare occasions under the supervision of a detail officer assigned to assist the hotel.

The hotel has outlined a four-tiered parking plan with specific steps to be taken by the hotel to manage parking volume under various demand scenarios:

- Tier I is implemented when projected parking demand is above 80% of capacity, and is considered a "large event" at which the hotel would request a detail officer to assist traffic flow at the main entrance.
- Tier II is implemented when projected parking demand is above 90% of capacity and includes all elements of Tier I plus use of the DCR "Duck Pond" parking lot located across the river for employee parking. The Duck Pond parking lot nets the hotel up to an additional 50 spaces. A valet service provider is also contacted to provide "Tier II valet coverage". Valet coverage includes the last row of the parking area where 31 cars are squeezed into 28 spaces as well as parallel parking on both sides of this row. This results in a net increase of 34 additional stalls.
- Tier III is implemented when projected parking demand is above 90% of Phase II capacity. It includes all elements of Tier II plus use of the Riverside MBTA Station parking for employees (up to an additional 80 spaces) and "Tier III valet coverage" which includes an additional 19 stalls. Tier III valet coverage includes the two last rows of the parking area.
- Tier IV is implemented with projected parking demand above 90% of Phase III capacity. It includes all elements of Tier III plus an additional detail officer to monitor parking on Commonwealth Avenue. This nets approximately 60 additional spaces.



Full implementation of the plan supplements the hotel's on-site parking by approximately 240 stalls. The hotel contends that there are approximately 25 large events (Tier I – III) per year and that there are no anticipated Tier IV events.

Although the petitioner collected data on two separate dates, they declared one day to be an “outlier.” The petitioner has stated that there are no anticipated Tier 4 events, although one of the two Traffic Study dates observed such an event. Although the petitioner has stated that there is no parking overflow onto surrounding neighborhood streets, the nearby streets offer more convenient parking than alternatives presented. The petitioner should describe how employee parking is controlled during large events to ensure that off-site locations are utilized rather than surrounding neighborhood streets. Furthermore, since these parking counts were taken the hotel has implemented a parking attendant booth and barrier gate to prevent non-guests from using the hotel lot and has allowed the hotel to implement a parking fee which may reduce demand on the facility as well. In light of the above, the Planning Department feels that updated data may help the hotel strengthen their case for an effective Parking Management Plan with off-site parking options. Parking fees, effective parking management strategies, and larger single-event conferences may, in fact, prove to have less actual parking demand than the parking required by the City’s zoning regulations.

The Planning Department is concerned with the hotel’s proposal for informal use of Commonwealth Avenue and its reliance on the Riverside MBTA parking, as well as the safety of employees walking to the site from the “Duck Pond” parking area (page 13 of the Traffic Impact and Parking Study). The Planning Department also questions the Marriott’s request for informal use of Commonwealth Avenue if there are to be no Tier IV events, given that no parking is normally allowed along this stretch of road. The petitioner may want to initiate a request for the Traffic Council to reconsider parking restrictions along the northern side of Commonwealth Avenue if these spaces could be shared with others, such as users of the Charles River Canoe and Kayak site during the daytime (and thus eliminate some parking in nearby residential neighborhoods as well as jaywalking across Commonwealth Avenue to the Canoe and Kayak site).

Finally the Planning Department asks that the petitioner elaborate on how the valet service will work. Valet stalls are shown at 7½ feet wide while nine (9) feet is required. Medium-sized cars range from approximately 5½ feet in width and larger cars are typically 6½ feet in width. The Planning Department is not convinced that the number of valet spaces proposed is realistic. ***The petitioner should be expected to present a more detailed explanation of how the valet parking plan will work prior to being scheduled for a working session.***

Although the Planning Department has a number of concerns with the proposed Parking Management Plan, as long as parking impacts on the neighborhood can be effectively controlled, these parking management strategies are preferable to the construction of a parking deck or garage on site, which may have equal or greater impacts on abutting properties, open space, and views to and from the Charles River.

IV. COMPREHENSIVE PLAN

The *Newton Comprehensive Plan* points to the importance of commercial businesses that contribute tax revenues and jobs to assure Newton’s future prosperity. It encourages uses that will augment its income and tax base, but cautions that it is important to be mindful of the impact on the surrounding residential area, with particular regard for parking and traffic

impacts. The Plan also identifies the Charles River as an important water resource and one that should be protected against harmful runoff. Maintaining the integrity of the storm water drainage system and other precautions to secure stable and appropriate vegetation are key to assuring the health of this resource. Provided that the petitioner complies with the Planning Department's recommendations on these matters, the proposal could be considered consistent with the *Newton Comprehensive Plan*.

V. TECHNICAL REVIEW

A. Technical Considerations (Section 30-15 Table 3, 30-11)

Section 30-11(i) (5) allows a hotel in the BU-5 district by Special Permit. In 1963, the Board of Aldermen approved Board Order #537-63 granting the Marriott Hotel permission to construct a hotel with associated parking and restricted the hotel's height to 40 feet. Board Order #537-63(1) allowed for a building height limit of 58 feet; the BU-5 district allows by special permit a maximum height of 48 feet for any structure.

B. Parking Requirements (Section 30-19). According to the Chief Zoning Code Official's memorandum (*SEE ATTACHMENT "C"*), 729 stalls are required for the use. The site plan submitted shows a parking facility with 676 spaces, so the petitioner is requesting **a waiver of 53 parking stalls**. The petitioner proposes to legalize the existing parking conditions, including undimensioned parking spaces, reduced lighting, light spillover on public sidewalks and public driveway aprons, and valet parking.

C. Other Reviews

1. Engineering. The Associate City Engineer has reviewed the subject petition (*SEE ATTACHMENT "B"*). The Associate City Engineer has some concerns regarding the accessibility of the closest fire hydrant and the fire connection nearest the conference room. He noted concerns about the stability of the area of a more than three-foot grade change and requests documentation that the slope is stable. He also noted the lack of a retaining wall or safety fencing. ***The petitioner should be expected to address these issues prior to being scheduled for a working session.***
2. Fire Department. The Assistant Chief of Operations at the Fire Department has reviewed the subject petition (*SEE ATTACHMENT "D"*) and has approved the site layout for fire accessibility, including the proposed valet parking plan.
3. Conservation Commission. The Conservation Commission issued an Order of Conditions in May 2008 for the proposed stair addition and seasonal tent and agreed upon mitigation for proposed site changes. According to the City's Senior Environmental Planner, the hotel is in compliance with its Order of Conditions.

D. Summary of Zoning Reliefs Requested

Based on the Chief Zoning Code Official's zoning review, dated September 29, 2008 (*SEE ATTACHMENT "C"*), the petitioner is seeking relief from or approval through:

- Section 30-5(b)(4) for approval to alter the existing contours by more than three feet;
- Section 30-11(i)(5) to amend Special Permit and Board Order #595-67 to allow for construction and use of four additional meeting rooms and a seasonal tent to a hotel in the BU-5 district;
- Section 30-19(d) for a waiver of 53 parking spaces otherwise required by the City's Zoning Ordinance;
- Section 30-19(h)(5)(a) for a waiver to allow stacked, valet parking on-site;
- Section 30-19(j) to allow for waivers to the lighting requirements;
- Section 30-23 for approval of the site plan;
- Section 30-24 for approval of special permit;
- To amend site plans, landscaping plan, floor plans, and exterior building elevations in Board Orders #537-63, #537-63(1), #680-66, #595-67, #590-84, #491-86, #375-93 and to approval the current floor, elevation, and site plans, including uses designated therein and filed herewith; and
- To amend Board Order #595-76 by deleting Condition #3 and replace it with the following condition:

"Interior building layout and use of all rooms of the building may change from time to time without an amendment of this special permit and the plans referenced therein, provided (a) that the maximum parking requirement as allowed in this special permit for the facility is not exceeded; and (b) the mitigation provisions of the final parking management plan, which shall be consistent with the preliminary parking management plan attached to and made a part of the Board Order, shall then be and at all times in full force and effect, and shall be adhered to and implemented by the Petitioner; and (c) conformity with the foregoing provisions (a) and (b) are so determined by the Commissioner of Inspectional Services and Director of Planning and Development prior to the issuance of any subsequent building permit for change of interior use or layout."

E. Summary of Petitioner's Responsibilities

At the public hearing the petitioner should be prepared to respond to all issues raised by the Engineering Division, Fire Department, and Planning Department including:

- The Associate City Engineer's memorandum, dated November 20, 2008;
- Concerns regarding the Traffic and Parking Study and Parking Management Plan;
- Updated parking data that reflects current conditions; and
- Additional information on the valet parking operations.

Prior to this item being scheduled for Working Session, the petitioner should provide:

- Revised engineering plan details; and
- Revised landscape plan for the slope adjacent to the stair addition, including additional seasonal plantings.

ATTACHMENTS:

- ATTACHMENT A:*** *Proposed Parking Management Plan*
- ATTACHMENT B:*** *Memo from the Associated City Engineer, November 20, 2008*
- ATTACHMENT C:*** *Zoning Review Memorandum, September 29, 2008*
- ATTACHMENT D:*** *Letter from the Fire Department, November 24, 2008*
- ATTACHMENT E:*** *Zoning Map*
- ATTACHMENT F:*** *Land Use Map*

**Parking Management Plan
Newton Marriott Hotel
2345 Commonwealth Avenue**

July 24, 2008

Purpose:

This document sets forth a Parking Management Plan ("the Plan") for the Newton Marriott Hotel ("Hotel") at 2345 Commonwealth Avenue in Newton, Massachusetts. The protocols and procedures described herein were developed based on years of event management experience at the facility, current and projected uses and information and comments received during our review of parking operations at the site. Many of the procedures identified have been in use for several years and have been very successful at minimizing disruption to the surrounding community. This plan may be updated in the future in response to specific concerns or to take advantage of new on-site and off-site parking availability and other issues that may arise from time to time. (Changes to the plan will be recorded in the attached "update log"; Attachment A). Representatives from the City will be notified of updates to the plan.

The overall goal of this plan is to facilitate safe and efficient access to the Hotel for motorists and pedestrians, and to minimize impacts to adjacent residential areas and parklands. More specifically the Plan establishes clear and consistent protocols for hotel staff to follow in order to efficiently manage the periodic need to alter parking habits to utilize supplemental alternate parking supplies.

Process:

As part of the booking process for function space individual contracts are executed with each event stipulating the maximum number of attendees and forecasting the expected travel arrangements and parking needs for each individual event. These contracts provide a solid basis on which to evaluate the cumulative demands on the Hotel.

Strategy meetings are conducted each week to review the broad range of issues associated with each event including a review of expected parking demand on an event-by-event basis. The meetings cover activities and events planned within the upcoming six-month period with a focus on the more immediate events and are the key point where potential parking demand issues are identified and mitigation strategies are discussed.

At the meetings the Resident Manager who is responsible for site security and loss prevention at the facility is responsible for managing the expected parking demand. Currently, the Resident Manager addresses peak parking demand by utilizing available on- and off-site parking management resources in an intuitive manner. Current parking strategies include:

Parking Management Plan Newton Marriott Hotel

Entrance and Lot Security - At times of modest demand the Hotel provides additional Loss Prevention officers to patrol the parking areas to assist guests and hires a City of Newton detail officer to assist with traffic control at the main entrance.

"Duck Pond" Parking Lot - At times of peak demand, the Hotel contacts the Park Rangers for permission to utilize the DCR Parking Lot located on the opposite bank of the Charles River as a temporary solution for hotel employees. If granted permission, a State Police detail is requested to assist with traffic control and security at the lot. The lot is generally lightly utilized and can provide as many as 90 spaces to supplement those available on-site.

Riverside "T" Station Parking Lot - At times of extreme demand, the Hotel will direct its employees to park at the Riverside "T" Station allowing guests to utilize the additional parking spaces at the "Duck Pond". The Hotel provides an additional shuttle to serve the station and pays for the cost of parking and a meal for the affected employees. Peak demand periods at the hotel do not typically coincide with peak demand at station and there are normally in excess of 100 spaces available.

Informal Use of Commonwealth Avenue - Although Commonwealth Avenue is not part of the Hotel's strategy for addressing its parking needs, guests of the Hotel or its events have utilized the available space on the street when there is a City of Newton detail officer at the main entrance. Commonwealth Avenue has a 32-foot paved width including a 7-foot striped shoulder and its proximity to the function space at the facility make it a logical place for patrons to park to access the Hotel. There is space for approximately 15 vehicles along the Hotel's frontage and space for another 60 vehicles along unoccupied westbound frontage adjacent to the Hotel.

These existing resources provide a back-up volume of parking in excess of 200 spaces in which to manage peak demand. The Hotel is in the process of expanding these existing resources to include the following additional capacity improvements.

Gate Control - In order to better control use of its on-site parking resources, the Hotel is developing a strategy to control access via an attendant booth and barrier gate. The principal purpose of the controls is to prevent non-guests from using the lot. Recent studies indicate that approximately 20-30 spaces per day are used by non-guest "Poachers". By eliminating the Poachers we expect to re-claim approximately 20 spaces. A secondary benefit of gate control is it allows the Hotel to implement a "pay for parking" system which is an industry trend that will likely reduce demand on the facility.

Valet Parking - The Hotel is developing a plan and interviewing third party vendors to implement a valet parking program. The plan is to use a portion of the existing parking lot to valet park guest vehicles. Valet parking provides multiple benefits. It provides an often requested service to patrons while at the same time increasing the number of vehicles that can be accommodated on site. The current plan uses the rear portion of the existing parking lot to implement. Figure - V1 shows the elements of the proposed plan and the expected parking arrangement which would accommodate up to an additional 68 cars on-site without impacting normal parking operations or site access.

Formal Use of Commonwealth Avenue - Given the ability of Commonwealth Avenue to serve as a parking option for guests, the Hotel would like to formalize an understanding

Parking Management Plan Newton Marriott Hotel

with the City as to the periodic use of the street. The Hotel proposes that street parking be used only at the direction and under the control of the detail officers assigned to assist the Hotel. In cases where a detail officer assigned to manage traffic at the Hotel entrance determines that use of Commonwealth Avenue is required to manage parking demand, a second detail officer will be requested who will be solely responsible for policing the on-street parking activities. The cost of detail officers would be covered by the Hotel.

It will be the Resident Manager's responsibility to forecast expected parking demand based on information presented during the weekly strategy meetings. The Resident Manager will classify a particular day's anticipated parking volume as a function of the available parking capacity. This system recognizes that there may be situations when available parking inventory may be reduced due to construction activities, event needs, or other circumstances and insures that actions are taken when the expected parking volume at the site is projected to exceed 80% of capacity.

Parking Management Plan:

The following Plan outlines the specific steps to be taken by the Hotel to manage parking volume under various demand scenarios.

Tier I: Implemented when projected parking demand above 80% of capacity.

- Resident Manager contacts City of Newton Police Department to request a detail officer to assist traffic flow at the main entrance
- Additional security staff is scheduled to monitor parking operations and ensure timely responses to any unexpected changes and that access ways are kept clear.

Tier II: Implemented when projected parking demand above 90% of capacity.

- All elements of Tier I
- Resident Manager contacts Park Ranger to secure use of "Duck Pond" parking lot located across the river from facility.
- State Police are contacted to arrange for detail officer for security and traffic control at Duck Pond parking lot.
- Three days prior to the event employees are notified that they are to use the Duck Pond parking lot and shuttle is scheduled to transfer employees to and from the lot. (net approximately 50 spaces)
- One week prior to event, third party valet service provider is contacted to provide Tier II valet coverage. (net approximately 34 spaces)

Tier III: Implemented with projected parking demand above 90% Phase II capacity.

- All elements of Tier II.
- Three days prior to the event employees are notified that they are to park at Riverside Station parking lot and an additional shuttle is scheduled to transfer employees to and from the lot. (net approximately 80 spaces)
- One week prior to event, third party valet service provider is contacted to provide Tier III valet coverage. (net approximately 19 additional spaces)

Tier IV: Implemented with projected parking demand above 90% of Phase III capacity.

- All elements of Tier III

Parking Management Plan Newton Marriott Hotel

- Resident Manager contacts City of Newton Police Department to request an additional detail officer. Detail officers are solely responsible for determining if parking along Commonwealth Avenue is to be allowed and what monitoring is required. Detail officers will have a direct line of communication with Resident Manager and may request additional assistance from Hotel loss prevention officers as needed. (net approximately 60 spaces)

Full implementation of the plan supplements the Hotel's on-site parking by over 250 spaces and should address any potential need. Based on a review of past activity at the site combined with the expected volume from the new ballroom space, Hotel management would expect to activate the various plan Tiers as follows:

Tier I	12-15 times per year
Tier II	4-8 times per year
Tier III	1-3 times per year
Tier IV	0 times per year

In addition to the programmatic changes listed above, the new ballroom space currently under construction allows the Hotel to modify its marketing plan to focus on serving larger single events rather than multiple smaller events. Larger single events tend to generate far less parking demand than multiple smaller events as larger events generally have more out-of-town fly-in guests, book more rooms, use more break out meeting space and generally result in a lower attendance density.

List of Attachments

- A. Update Log
- B. Contact List
- C. Valet Parking Plan

Endorsement

Facility General Manager

Date

City of Newton Authorized Representative

Date

P:\20000\27458\08001\ParkingManagementPlan_072308.doc



TETRA TECH RIZZO



**Parking Management Plan
Newton Marriott Hotel**

**Update Log
Traffic and Parking
Standard Operating Procedures
Newton Marriott Hotel, Newton, MA**

Date	Description of Change	City of Newton Approval		
		Name (Printed)	Signature	Date

Contact List

Marriott Hotel:

Ed Rocco - General Manager
Carolyn Sylvester - Resident Manager
(617) 969-1000

City of Newton - Police Detail Office:

(617) 796-2100

City of Newton - Board of Alderman:

(617) 796-1000

DCR (State Park Rangers):

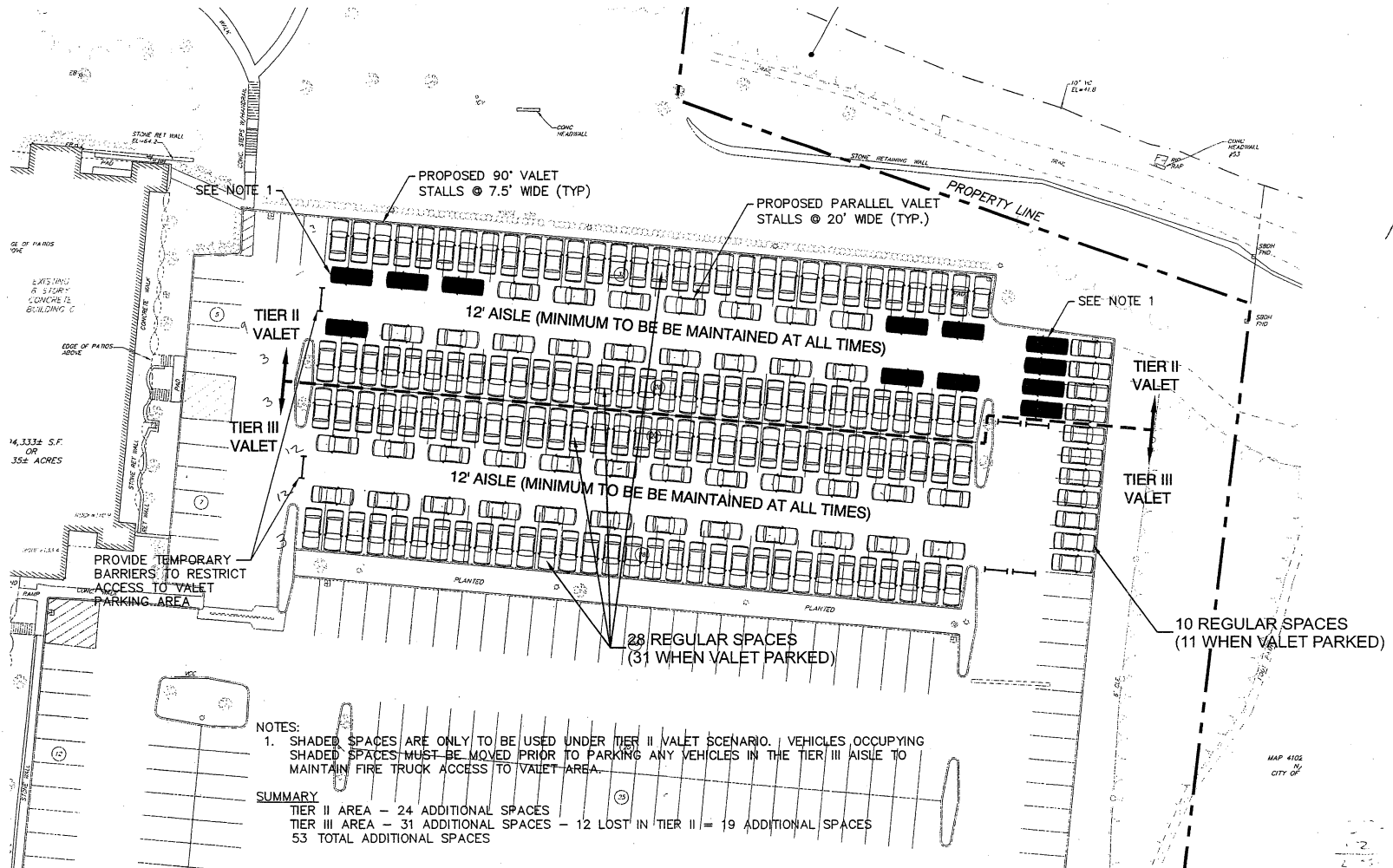
Ken Hollenbeck - West District Manager
(617) 333-7405

Massachusetts State Police:

(617) 740-7575

Engineer:

Sean Reardon - Tetra Tech Rizzo
(508) 903-2430



CITY OF NEWTON
ENGINEERING DIVISION

MEMORANDUM

To: Alderman George Mansfield, Land Use Committee Chairman

From: John Daghlia, Associate City Engineer

Re: Special Permit – Marriott Hotel

Date: November 20, 2008

CC: Lou Taverna, PE City Engineer (via email)
Candice Havens, Chief Planner (via email)
Linda Finucane, Associate City Clerk (via email)
Alexandra Ananth, Sr. Planner (via email)

In reference to the above site, I have the following comments for a plan entitled:

*Boston Marriott Newton
Hotel Renovations
Newton, MA
Prepared by: Jonathon Nehmer & Associates, Inc.
Dated: October 30, 2006*

Drainage:

1. The drainage improvements for this project were previously reviewed and approved under the Conservation Commission filing of this year.

3' Grade Change:

1. The existing fire hydrant located within the proposed landscape embankment is not accessible, there is a continuous row of 3-foot tall evergreen bushes that blocks access to this hydrant, this will have to be corrected. The area surrounding the hydrant should have a concrete path and walkway a minimum of 3 feet wide and should be shoveled during the winter.
2. According to record drawings the existing fire hydrant's water supply pipe is in direct conflict with the location of the "Grand Staircase", was the 6" pipe

relocated prior to the construction of the foundation of the Grand Staircase? If not, the 6" pipe must be sleeved with a larger diameter ductile iron pipe so that the foundation's footings are not directly bearing on the 6" pipe.

3. The existing Siamese fire connection near the conference room entrance has limited access with various evergreen bushes directly in front of this connection, this too must be corrected.
4. Based on a site visit of November 20th the proposed curved wall (shown on Sheet #4) has not been constructed and the entire embankment is landscaped. Has this wall been eliminated? I am concerned a bit regarding the stability & slope of the embankment, also based on the proposed design, this wall was suppose to be behind the existing fire hydrant which would help stabilize the embankment in this vicinity. **I would request that an intermediate As-Built be submitted so that it can be compared against the proposed grading, along with a statement from the Engineer of Record certifying the stability of this slope.**
5. During the site visit a washout of the embankment was observed, starting at the existing fire hydrant and meandering down to the base of the embankment. The hotel should investigate the hydrant for possible leakage, as this area was wet & spongy (without any rain for at least 4 days).
6. Although there is limited access to the top of the new retaining wall that is perpendicular to the "Grand Stairway" the 11-foot grade change is dangerous, there should be some sort of decorative safety fence to prevent anyone for climbing up along the wall from the base to the top.

General:

1. As of January 1, 2009, all trench excavation contractors shall comply with Massachusetts General Laws Chapter 82A, Trench Excavation Safety Requirements, to protect the general public from unauthorized access to unattended trenches. Trench Excavation Permit required. This applies to all trenches on public and private property. *This note shall be incorporated onto the plans*
2. The contractor is responsible for contacting the Engineering Division and scheduling an appointment 48 hours prior to the date when the utilities will be made available for an inspection of the drainage system installation. The drainage system shall be fully exposed for the inspector to view; backfilling shall only take place when the City's Inspector has given their approval.
3. The applicant will have to apply for a Building Permits with the Department of Inspectional Service prior to any construction.

4. Prior to Occupancy permit being issued, an As-Built Plan shall be submitted to the Engineering Division in both digital format and in hard copy. The plan should show all utilities and final grades, any easements and final grading. *This note must be incorporated onto the site plan.*
5. If a Certificate of Occupancy is requested prior to all site work being completed, the applicant will be required to post a Certified Bank Check in the amount to cover the remaining work. The City Engineer shall determine the value of the uncompleted work.

If you have any questions or concerns please feel free to contact me @ 617-796-1023.

Zoning Review Memorandum

Dt: September 29, 2008

To: John Lojek, Commissioner of Inspectional Services

Fr: Eve Tapper, Chief Zoning Code Official
Candace Havens, Chief Planner

Cc: Michael Kruse, Director, Department of Planning and Development
Jason Rosenberg, representing CCMH Newton LLC
Ouida Young, Associate City Solicitor

RE: Request to convert interior storage area into four meeting rooms, replace outdoor pool and Jacuzzi area into a functional deck and construct a temporary, seasonal tent over the new deck.

Applicant: CCMH Newton LLC (Marriott Hotel)

Site: 2345 Commonwealth Ave. Zoning: BU-5, SR-3 Current use: Hotel	SBL: Section 41, Block 23, Lot 18 Lot Area: 503,158 square feet Proposed use: hotel with additional meeting rooms and a temporary seasonal tent
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Background:

The subject property consists of a 503,158 square foot lot currently improved with the Marriott Hotel. In 1967, the hotel owners were granted a Special Permit (Board Order #595-67) to construct a "motor hotel containing 434 guest rooms, restaurants, shops, and function rooms, together with parking and other facilities." Condition #3 of the Board Order states that "[i]nterior building layout and use of all rooms of the buildings constructed on the site shall be in accordance with the uses indicated on the floor plans identified below, submitted by the petitioner and filed herewith." Essentially, this condition requires that a special permit must be granted for any changes to the interior space of the hotel, either physical or in use. According to the applicant, over the years several building permits were issued that allowed physical changes without an approved special permit. The current application seeks to amend the original Special Permit to reflect the changes that have been made over the past 40 years and insert plans depicting the current existing conditions as the baseline for future improvements.

Administrative determinations:

1. The subject site is located in the BU-5 and SR-3 zones. Section 30-11(i)(5) allows a hotel in the BU-5 zoning district by Special Permit. The following review is based on the materials and plans received to date referenced under Plans and Materials Reviewed, below.
2. When the structure was built nearly 40 years ago per the 1967 Special Permit, it was to have included 35 indoor parking spaces. Almost immediately upon occupancy, the area earmarked for these parking spaces was converted to storage and has been used as such ever since. In early 2007, the petitioner applied for and was issued a building permit from the City of Newton to convert this interior space (approximately 6,500 sq. ft.) into four additional meeting rooms. Subsequent to the issuance of this building permit, the petitioner began construction. In August 2007, it was determined that the building permit had been issued erroneously and that an amendment to Special Permit #595-67 is necessary for this construction. Nevertheless, the petitioners requested

permission from the Inspectional Services Commissioner to continue construction of the project with the knowledge that it was at their own risk. In order to obtain an occupancy permit for the newly created space, the applicant needs to obtain an amendment to their original Special Permit.

3. In 2005, the hotel obtained permits to demolish the outdoor pool and Jacuzzi and to construct a deck adding 2,500 sq. ft. to the already existing deck around the pool. This space is used for receptions and functions. Each year since 2005, the Marriott has applied for and received a permit from the City for seasonal construction of an outdoor tent on the deck. Upon further review of the property, it has been determined that this use is not consistent with Special Permit #595-67 and therefore an amendment to that Special Permit is necessary to allow for the tent. The applicant has asserted that the use of the seasonal tent does not add to the current parking demand since as a matter of operating practice, the hotel management takes equivalent interior space "off-line" when the tent is scheduled for use.
4. Section 30-19(d) lays out the required number of parking spaces for all uses. Under this section, the total number of parking spaces required by the proposed application is 729. (See chart below.) The site plan submitted with this application shows a parking facility with 676 spaces. Therefore, the applicant must request a waiver of 53 spaces under Section 30-19(m).

Use	Base Parking Requirement	Allowed Reduction for Adjoining Hotel	Total Number of Spaces Required
430 guest rooms	1 space per room	none	430
170 employees on max shift	1 space per 3 employees on max shift	none	57
173 seat restaurant	1 space per 3 seats	$\frac{1}{2}$	29
50 seat pub	1 space per 3 seats	$\frac{1}{2}$	9
923 seats in meeting rooms	1 space per 3 seats	$\frac{1}{4}$	77
1300 seats in ballroom	1 space per 3 seats	$\frac{1}{4}$	109
210 seats in Seasonal Tent	1 space per 3 seats	$\frac{1}{4}$	18
Total Required Parking Spaces			729

5. Section 30-19(h) sets out the applicable parking stall dimensional requirements for parking facilities containing more than five (5) stalls. Sections 30-19(h)(2)(a) and (b) require that the parking stalls must be at least 9 feet wide and at least 19 feet deep. The site plans submitted by the applicant depict the parking lot as it exists today, but they do not include dimensions for the parking spaces. Appropriately marked plans are necessary in order to determine whether the existing parking stalls all comply with the dimensions required in the Code.
6. Section 30-19(h)(2)(c) requires that for parking facilities with between 301 and 800 parking stalls, 2% of the stalls must be handicapped stalls (with a minimum stall width of 12 feet and a minimum stall depth of 19 feet.) The parking facility in this application has 676 spaces and therefore requires 14 handicapped spaces. The plans submitted show 13 handicapped spaces. The applicant must either add one new handicapped space to the plan or apply for a waiver of this requirement under Section 30-19(m).

7. Section 30-19(h)(5)(a) requires that parking facilities must be designed “so that each motor vehicle may proceed to and from the parking space provided for it without requiring the moving of any other motor vehicle.” The existing parking facility has a maximum capacity of 676 stalls. The applicant understands that on most days of the year, although the Code requires 727 spaces, there will not be a need for all of these spaces on-site. Nevertheless, the applicant acknowledges that on a handful of days each year, there is a need for more than the 676 parking spaces available on-site. Toward that end, the applicant has submitted a Parking Management Plan with this application. The Parking Management Plan sets out a plan of action for appropriately managing parking demand on those days when demand is expected to exceed capacity. One of the proposed actions calls for using a portion of the parking facility (the northwestern section) for valet parking. To implement valet parking on the site, the applicant must obtain a waiver of Section 30-19(h)(5)(a) through a special permit granted under Section 30-19(h)(5)(b).
8. Sections 30-19(i) and (j) outline landscaping and lighting requirements for a parking facility containing more than five parking stalls. Condition #4 of Board Order #595-67 that granted the initial special permit states that lighting in the parking areas must be as depicted on the plans submitted with the application. Condition #5 states the same for the landscaping plan. However, the site plans submitted with the initial special Permit application were not resubmitted as part of the current application. Therefore, there is no way to verify compliance with these conditions without further information. Such plans should be submitted and if the existing lighting and landscaping does not adhere to these plans, the applicant should request a waiver from these provisions.
9. Section 30-19(k) requires bicycle facilities in parking facilities with 20 or more stalls. Bicycle parking shall be provided in the amount of one bicycle space per ten (10) parking stalls with a maximum of 30 bicycle stalls required for any parking facility. Since the subject parking facility has 676 spaces, the maximum number of 30 bicycle stalls is required. No bicycle stalls are shown on the plans submitted with this application. The applicant should either add them or request a waiver from this provision under Section 30-19(m).
10. The applicant is proposing to alter the grade in excess of three feet on portions of the lot in order to construct the grand staircase, which is subject to special permit approval per Section 30-5(b)(4).
11. The applicant has requested an amendment to the site plans, landscaping plan, floor plans, and exterior building elevations in the previous board orders issued for this site (#537-63, #537-63(1), #680-66, #595-67, #590-84, #491-86, and #375-93) in order to insert the current and proposed conditions to be used as the baseline conditions for any future applications.
12. Condition #3 of the 1967 Board Order (#595-67) states that “[i]nterior building layout and use of all rooms of the buildings constructed on the site shall be in accordance with the uses indicated on the Floor Plans identified below, submitted by the Petitioner and filed herewith.” This condition has not been strictly adhered to in the last 40 years, but its existence still makes it difficult for the hotel owners to make minor changes to the use and layout of the building. The applicant is requesting that the initial language of Condition #3 be deleted and the following condition adopted in its place:

“Interior building layout and use of all rooms of the building may change from time to time without an amendment of this special permit and the plans referenced therein, provided (a) that the maximum parking requirement as allowed in this special permit for the facility is not exceeded; and (b) the mitigation provisions of the final parking management plan, which shall

be consistent with the preliminary parking management plan attached to and made a part of this Board Order, shall then be and at all times in full force and effect, and shall be adhered to and implemented by the Petitioner; and (c) conformity with the foregoing provisions (a) and (b) are so determined by the Commissioner of Inspectional Services and Director of Planning and Development prior to the issuance of any subsequent building permit for change of interior use or layout."

13. See "Zoning Relief Summary" below.

Zoning Relief Summary		
Ordinance		Action Required
	Amendment to existing Special Permits	
§30-11(i)(5)	Amend SP and Board Order #595-67 to allow for construction and use of four additional meeting rooms and a seasonal tent to a hotel in the BU-5 zone.	SP per §30-24
	Site	
§30-5(b)(4)	Approval to alter existing contours by more than three feet as shown on plan.	SP per §30-24
§30-23	Site plan approval	per §30-23
	Parking	
§30-19(d)	Waiver of 53 parking spaces otherwise required by the Zoning Ordinance	Waiver per §30-19(m)
§30-19(h)(5)(a)	Waiver to allow stacked, valet parking on-site	Special Permit per §30-19(h)(5)(b), §30-19(m) and §30-24
§30-19(2)(c)	Waiver from the requirement to provide one additional handicap parking space in a parking facility with 5 or more stalls.	Waiver per §30-19(m)
§30-19(k)	Waiver from the requirement to provide 30 bicycle stalls in a parking facility with 5 or more stalls.	Waiver per §30-19(m)
§ 30-19(i) and (j)	Landscaping and lighting for parking facilities with 5 or more stalls.	TBD, more information needed

Plans and materials reviewed:

- "Narrative History of Marriott Hotel, 2345 Commonwealth Avenue
- Attachment A "Requested Relief"
- Attachment B "To Be Used For:"
- Attachment C "Explanatory Remarks:"
- "Permit-Special Permit Overview"
- "Parking Management Plan, Newton Marriott Hotel, 2345 Commonwealth Avenue", prepared by Tetra Tech Rizzo, dated July 24, 2008
- Plan set "City of Newton, Special Permit & Parking Waiver Request, July 29, 2008, Newton Marriott Hotel, Ballroom & Grand Stair, 2345 Commonwealth Ave, Newton Massachusetts 02458" Sheets all produced by Tetra Tech Rizzo and dated as noted.
- Sheet 1: Area Plan, July 23, 2008
- Sheet 2: Existing Conditions Plan, April 9, 2008
- Sheet 3: Fire Access Plan, July 25, 2008
- Sheet 4: Project Impacts, July 25, 2008
- Plan Set "Boston Marriott Newton, Hotel Renovation", all produced by Jonathan Nehmer + Associates, Inc. and dated 10/30/06

- Sheet A-000 "Cover Sheet"
- Sheet A-002 "Second Floor Plan"
- Sheet A-100 "Site Plan"
- Sheet A-102 "Partial Second Floor Plan"
- Sheet A-103 "Partial Third Floor Plan"
- Sheet A-104 "Partial Fourth Floor Plan"
- Sheet A-300 "Building Elevations"
- Sheet A-400 " Building Sections"
- Sheet C-092 "Proposed Site Layout Plan" additionally stamped by Robert A. Gemma, P.L.S., P.E., Metrowest Engineering Inc.
- Sheet C-094 "Grading and Drainage Plan" additionally stamped by Robert A. Gemma, P.L.S., P.E., Metrowest Engineering Inc.
- Graphics Set "City of Newton Special Permit & Parking Waiver Request," July 29, 2008, Newton Marriott Hotel, Ballroom & Grand Stair, 2345 Commonwealth Ave, Newton, Massachusetts 02458,
- Figure 1: "Aerial Photo"
- Figure 2 "1984 Site Plan"
- Figure 3: "Existing Conditions"
- Figure 4: "Proposed Site Plan"
- Figure 5: "Proposed Floor Plan"
- Figure 6: "Proposed Elevations"
- Figure 7 "Proposed Rendering & Summary"
- Figure 8: "Proposed Seasonal Tent"
- Figure 8A: "As-Built Conditions (Pool-Jacuzzi-Patio Area and Tent)"
- Figure 9: "Proposed Valet Parking"
- Figure 10: "Building History Floors 1&2"
- Figure 11: "Building History Floors 3&4"
- Figure 12: "Building History Floors 5&6"
- Figure 13: "Building History Floors 7 & Summary"
- Figure 14: "Permit History"
- Figure 15: "Permit History"



David B. Cohen
Mayor

CITY OF NEWTON, MASSACHUSETTS
FIRE DEPARTMENT HEADQUARTERS

1164 Centre Street, Newton Center, MA 02459-1584
Chief: (617) 796-2210 Fire Prevention: (617) 796-2230
FAX: (617) 796-2211 EMERGENCY: 911



Joseph E. LaCroix
Chief

Alderman George Mansfield
Land Use Committee
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, Ma 02459

November 24, 2008

Re: The Marriott Hotel

Dear Mr. Mansfield,

The fire department has reviewed the site plan for the proposed valet parking plan at 2345 Commonwealth Avenue. This is to advise you that the fire department has approved the plan. The final iteration of the plans will show a minimum of 12' clearance between the parked vehicles, which will give us the needed width to get through. There will also be parking attendants on site at all times the valet plan is in place.

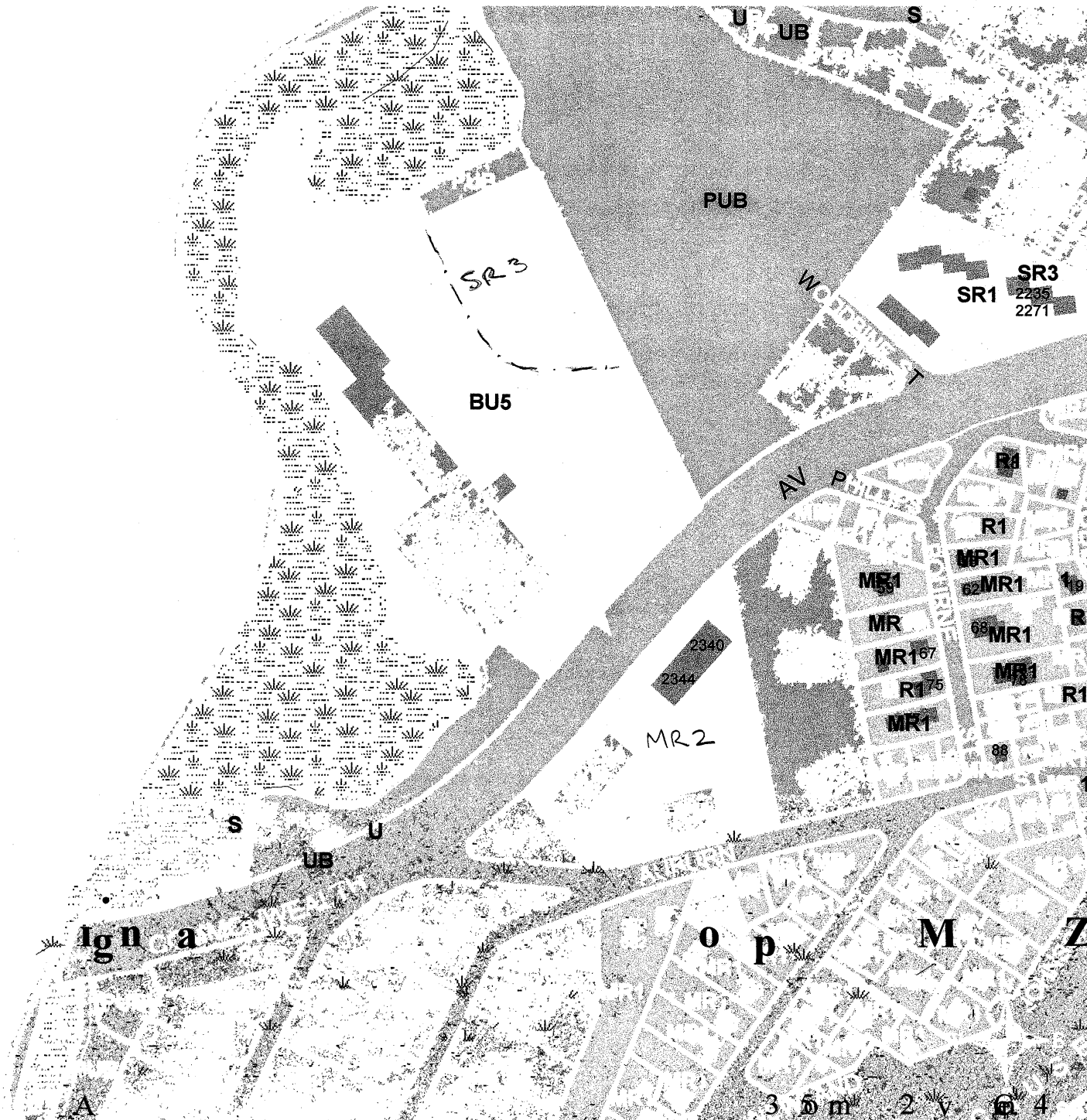
Sincerely,

Bruce A. Proia
Assistant Chief of Operations

Cc: Jason Rosenberg, LLP
✓ Candace Havens, Planning and Development

Zoning Map

2345 Comm. Ave.



Legend

- 2345 Comm. Ave.
- Wetlands
- House Numbers**
- Building Footprints
- Single Res. 1
- Single Res. 2
- Single Res. 3
- Business 1
- Business 2
- Multi-Res. 1
- Multi-Res. 2
- Multi-Res. 3
- Multi-Res. 4
- Mixed Use 1
- Mixed Use 2
- OS/Rec.
- Public Use
- Property Boundaries
- Extra Map Lines
- Street Rights-of Way
- Newton City Boundary



Newton City Boundary

n

Land Use Map

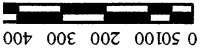
2345 Comm. Ave.

- Legend**
- 2345 Comm. Ave.
 - Contours-10 Foot Interval
 - Wetlands
 - House Numbers
 - Building Footprints
 - Single Family Residential
 - Multifamily Residential
 - Commercial
 - Industrial
 - Mixed Use
 - Vacant Land
 - Golf Course
 - Open Space
 - Private Educational
 - Nonprofit Organizations
 - Public Housing
 - Tax Exempt
 - Property Boundaries
 - Extra Map Lines
 - Street Rights-of-Way
 - Newton City Boundary



ATTACHMENT F

The information on this map is for informational purposes only. The City of Newton cannot guarantee the accuracy of the information. Each user of the information is responsible for determining its suitability for their own purposes. City departments approve applications based on this information.



MAP DATE: December 2010

